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*Værdi- og Prislærens Historie.* By T. H. ASCHEHOUG. (Reprinted from *Statsøkonomisk Tidsskrift*.) Christiania: Aschehoug & Co., 1902. 8vo, pp. 193.

THIS slight volume on the history of value and price theories comes nearer being a sketch than a monograph. The reason for so characterizing it is not its insignificance of bulk, but rather its compact form and concise presentation together with an easy and graceful touch and the absence of any attempt to follow the inquiry out exhaustively at any one point. It covers the history of doctrine since Adam Smith, with some slight reference to earlier writers; and shows such wide and intimate familiarity with the literature of the subject, and such sympathetic and at the same time critical appreciation of the many writers and points of view, as to leave the reader with a hearty regret that Professor Aschehoug has not chosen to deal more exhaustively with his subject.

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V.

*Théorie de la valeur. Réfutation des théories de Rodbertus, Karl Marx, Stanley Jevons, et Böhm-Bawerk.* By CHRISTIAN CORNÉLISSSEN. Paris: Schleicher Frères et C<sup>ie</sup>, 1903. 12mo, pp. 408.

THE program confidently announced as above upon the exterior title-page of this new value book has, it must be admitted, a certain quality of allurements of the circus-poster sort. It should be clear that things await of surpassing interest—since they are promised us. Nevertheless, one is not overmuch cast down upon opening the book; for it often falls out in cases of this kind that more gets advertised upon the show-bills than is exhibited in the tent. So here—excepting that in this case there is nothing in the tent.

In any event it is not going too far to say that the book is not worth the while of any serious reader.

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H. J. DAVENPORT.

*L'organisation commerciale de notre réseau de voies navigables.* By LOUIS LAFFITTE. Paris, 1901. 12mo, pp. 24.

THIS is an *extrait du Bulletin de la Mutuelle-Transports* whose keynote is sounded in its introductory words:

Few epochs have been so fertile in events favorable to the development of inland navigation as the last five years. National and international congresses, conferences of chambers of commerce, organization, by private